Six laning of NH-5

4680. SHRI V. HANUMANTHA RAO: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

whether Government are aware that six laning of the NH-5 in Andhra Pradesh would involve the eviction and displacement of nearly 60,000 people;

whether it is a fact that a representation has been received by the NHAI to carefully consider this proposal of expansion through crowded and populated villages in West Godawari, East Godawari and Krishna districts;

the suggestion made in the representation from Road Safety Forum;

whether Government would review alternate roads and develop alternate system to avoid displacement; and

the steps proposed to reach a consensus on this problem?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) The entire length of N-5 in Andhra Pradesh is proposed to be taken up for six laning under NHDPPhase-V. However, impact of this on eviction and displacement of people has not been assessed.

(b) to (e) Yes, Sir. A representation has been received from Shri B.B. Ramaiah, Ex-Member of Parliament suggesting an alternative road of Gundulgolanu-Kovur-Rajahmundry road for6 laning, instead of the existing National Highway through Gundugolanu, Tanuku, Tadepalligudem, Ravulappalem, Rajahmundry Road. The above proposal is under examination.

Killing of youth in road accidents

4681. SHRIMATI MOHSINA KIDWAI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that WHO report on Youth and Road Safety has revealed that road accident are killing more youths of 15—19 years old than disease mainly in the low and middle income countries including India;

if so, the details in this regard;

whether the report has also made certain recommendations about the worst affected countries including India; and

(d) if so, what are these recommendations and the steps taken by Government to implement them to prevent the road accidents of youth in the country?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) Yes, Sir. The Report of World Health Organization on "Youth and Road Safety", *inter-alia,* has stated that road traffic injuries among under 25 years group is the eighth leading cause of death around the world. However, when analysed by 5 years age groups the significance of road traffic injuries rises dramatically. Among 15—19 years olds, road traffic injuries are the leading cause of death, while amongst the 10—14 years and 20—24 years age groups they are the second leading cause of death. Out of the 383046 road traffic deaths that were recorded in this age group in 2002 around the world, at least half were road users from African and South East Asia regions.

(c) and (d) The Report of World Health Organization on "Youth and Road Safety" has re-endorsed their recommendation made in the world Report on Road Traffic Injury Prevention in 2004. The World Report on Road Traffic Injury Prevention of World Health Organization in 2004 *inter-alia,* have recommended that all the Governments may assess the current status of Road Safety in their country, review policies, institutional arrangements and capacity and take appropriate action. Further, for the low income and middle income countries with limited human and financial resources it is proposed to work with international or Non-Governmental Organization or other partners to implement the recommendations. The main recommendation of the World Report on road Traffic Injury Prevention of WHO in 2004 are as under —

(i) Identify a lead agency in government to guide the national road traffic safety effort.

(ii) Assess the problem, policies and institutional setting relating to road traffic injury and the capacity for road traffic injury prevention.

(iii) Prepare a national road safety strategy and plan of action.

(iv) Allocate financial and human resources to address the problem.

(v) Implement specific action such as enforcement of traffic rule, planning and research to prevent road traffic crashes, minimize injuries and their consequences and evaluate the impact of these actions.

(vi) Support the development of national capacity and international cooperation.

WHO'S report on "Youth and Road Safety" focuses specifically on those interventions which have been most effective in reducing road traffic injuries among youth.

This department has taken several steps to improve road safety for road users which are as under:

(i) Road safety is the integral part of road design at planning stage for national Highways/Expressways.

(ii) Various steps to enhance road safety such as road furniture, road markings/road signs, introduction of Highway Traffic Management System using Intelligent Transport System, enhancement of discipline among contractors during construction, road safety audit in selected stretches, have been undertaken by National Highways Authority of India.

(iii) Refresher training to Heavy Motor Vehicle drivers in the unorganized sector.

(iv) Involvement of NGO's for road safety activities.

(v) Setting up of Model Driving Training School in the States.

(vi) Publicity campaign on road safety awareness through audio-visual-print media.

(vii) Conferment of National Award for voluntary organizations/individual for outstanding work in the field of road safety.

(viii) Tightening of safety standards of vehicles like Seat Belts, Power-steering, rear view Mirror etc.

(ix) Provision of cranes and ambulances to various State Governments NGOs under National Highway Accident Relief Service Scheme.

National Highways Authority of India also provides ambulances at a distance of 50 Km. on each of its completed stretches of National Highways under its Operation & Maintenance contracts.

(x) Widening and improvements of National Highways from 2 lanes to 4 lanes and 4 lanes to 6 lanes etc.

Apart from the above, on the recommendation of Committee on infrastructure (Col), a Committee was constituted by this Ministry under the Chairmanship of Shri S. Sundar, former Secretary of the then Ministry of Surface Transport to deliberate and make recommendations for setting up an effective and dedicated agency for Road Safety and Traffic Management. The Committee had submitted its report. The main recommendations of the Committee, *inter-alia,* include creation of National Road Safety and Traffic Management Board through an Act of Parliament. The Board would have advisory as well as regulatory functions. Under regulatory functions, the Board would set standards for the Motor Vehicles and set standards for designing of roads. In its advisory role, the Board would assist Central Government in the matters relating to road safety and traffic management and would promote road safety research, road user behaviour strategies, lay guidelines for establishing medical care and rehabilitation, etc. Enabling provisions have been made for creation of similar bodies State level.

Impounding a Foreign Ship

4682. SHRIMATI MOHSINA KIDWAI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

whether the Merchant Shipping Act, 1958 enables the Indian Government to impound a ship registered in a foreign country when there is a death due to negligence or murder of Indian sailors in such ships;

if so, in what manner Government assure that our sailors get due jusice whenever any serious physical injury or death comes to their notice *suo-moto* or is specifically brought to their notice; and

whether the provisions of this Act are adequate to protect interests of Indian sailors or any amendment is required?